MODEL NO.
298.585070

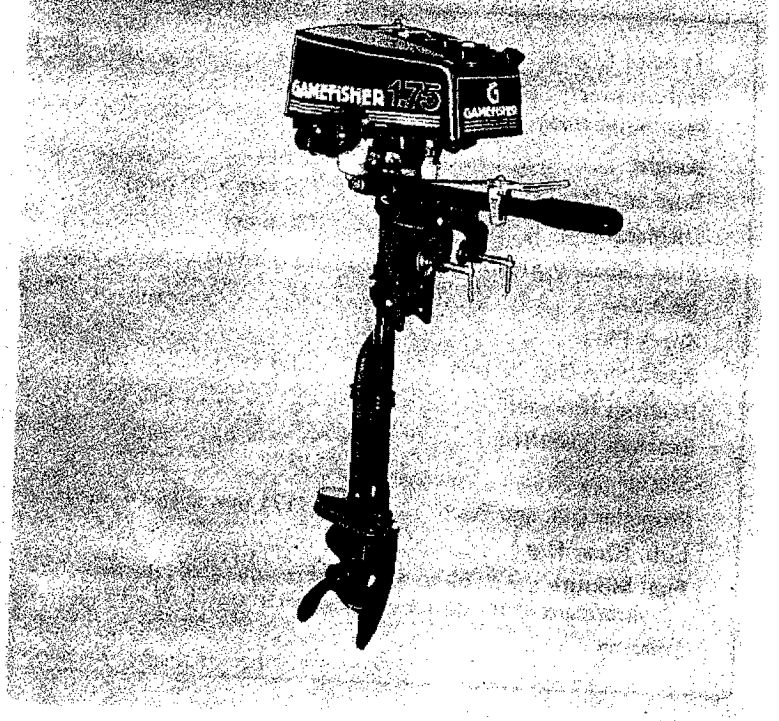
- owner's responsibility
- maintenance
- operation
- trouble shooting
- replacement parts

Sears GAMEFISHER®

# OUTBOARD MOTOR 1.75 H.P.

CAUTION: Read Rules For Safe Operation And Instructions Carefully Before Operating Your New Outboard Motor

## OWNER'S MANUAL

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## SPECIFICATION

| | | |
|---|---|---|
| Type of Engine | | Air Cooled 2-Cycle |
| Horsepower | | 1.75 |
| Maximum RPM | | 8000 |
| Weight | (9 kg) | 19.8 Lbs. Approx. |
| Bore and Stroke | (36 mm x 30 mm) | 1.42" x 1.18" |
| Displacement | (30.5 cc) | 1.86 cu.in. |
| Fuel Capacity-Engine Tank | (0.8 liters) | 4/5 qt. |
| Ignition | | Flywheel Magneto |
| Spark Plug | | Champinion RCJ-8 |
| Spark Plug Gap Setting | (0.6 mm) | .025" |
| Bearings (Engine) | | Ball |
| Bearings (Gear Hsg.) | | Ball & Oilite Bronze |
| Starter | | Recoil |
| Propeller Dia. and Pitch | (171 mm x 104.4 mm) | 6.73" x 4.11" |
| Lub. (Gear Hsg.) | | SAE 90 |
| Fuel Mixture | 50 to 1 ratio of regular grade gasoline to 2-cycle outboard lubricant or its equivalent BIA certified TC-W 2-cycle outboard lubricant. | |
| Steering | | 243° Pivot Steering |

## IMPORTANT

### Owner's Responsibility and Operating Safety Check List

BE SURE TO READ AND DO THE FOLLOWING BEFORE OPERATING YOUR OUTBOARD MOTOR

### SAFETY CHECK LIST

1. Learn and observe the boating laws of the U.S. Coast Guard, state, local authorities.
2. U.S. Coast Guard regulations require the following:
   a. Provide an approved life-vest, type 1, 2 or 3, Personal Flotation Device for each person in boat. (Encourage passengers to wear them.)
   b. If the boat exceeds 16 feet, also carry a type 4, throwable Personal Flotation Device.
3. Do not fill fuel tank with motor running or near any flame or lighted smoking material.
4. When loading boat distribute the load evenly; keep the load low; don't overload; don't stand in a small boat. Take weather and water conditions into account.
5. Do not permit persons to ride on parts of the boat not designed for such use. Standing, bow riding and seat back or gunwale riding can be especially dangerous.

### OWNER'S RESPONSIBILITY

6. Read owner's manual before running your new outboard motor.
7. Before starting, make sure your motor is securely mounted to boat transom with a safety chain. Tighten clamp stud handles securely by hand.
8. Be sure to have pliers, screwdriver, spare spark plugs, wrench, shear pins and cotter pins in boat whenever leaving shore.
9. Be sure to have an adequate supply of fuel (carry only in an approved container) on board. Use a good grade of regular gasoline with proper mixture, as cited in the Specifications.
10. Occasionally check to be sure clamp stud handles on transom mounting bracket are tight.
11. IN CASE OF AN EMERGENCY, THE ENGINE CAN BE STOPPED BY DEPRESSING THE STOP BUTTON OR PLACING CHOKE KNOB IN FULL CHOKE POSITION.
12. Keep an alert lookout. Serious accidents have resulted from failure to use eyes.
13. Keep firefighting and lifesaving equipment in good condition and readily accessible at all times.
14. Good housekeeping is even more important afloat than ashore. Cleanliness diminishes the probability of fire and tripping hazards.

### TIPS FOR TRAILERING OR AUXILIARY USE

15. When launching or loading boat on a trailer, place your outboard motor in the tilted storage position. Also when trailering your boat and outboard motor, keep outboard motor in upright (vertical) position on the boat transom. Outboard motors transported across rough roads in the "tilt" position could cause transom damage or mounting brackets to break off, losing your motor. If motor must be trailered in "tilt" position, a short length of 2 x 4 should be placed between the motor bracket and the motor leg. The motor leg should then be firmly tied down against the 2 x 4 to prevent any possible damage. Similar precautions should be taken if using the motor as an auxiliary power source for a sailboat or power boat. When using motor as an auxiliary power source, the use of an auxiliary adjustable position motor bracket is recommended.

# MAJOR PARTS

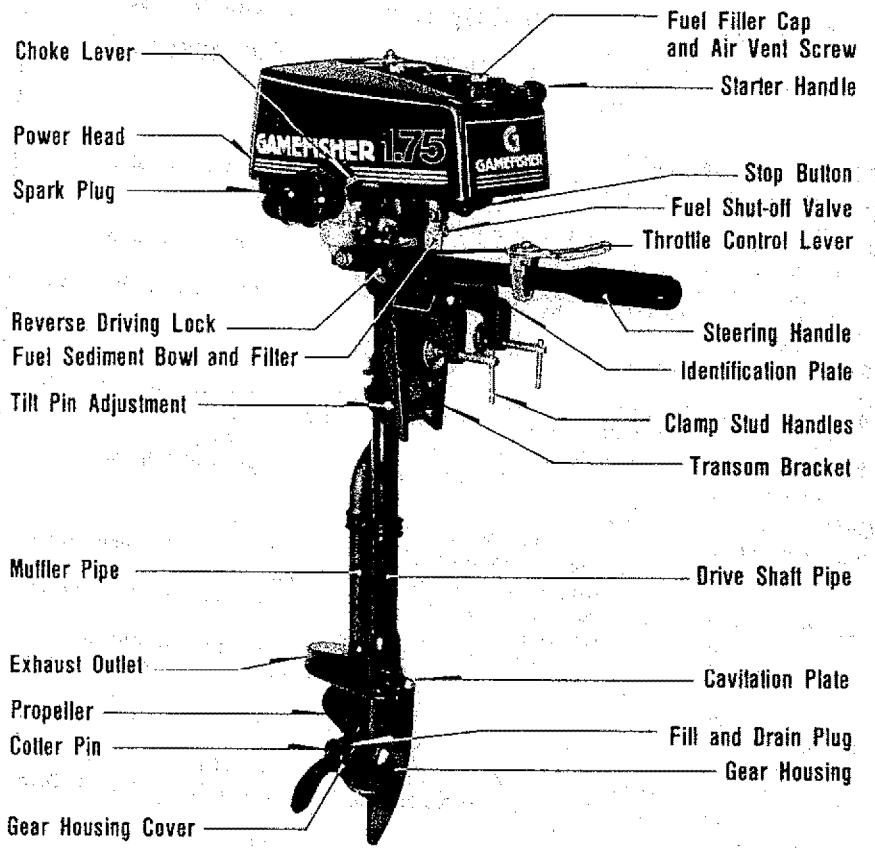



Figure 1

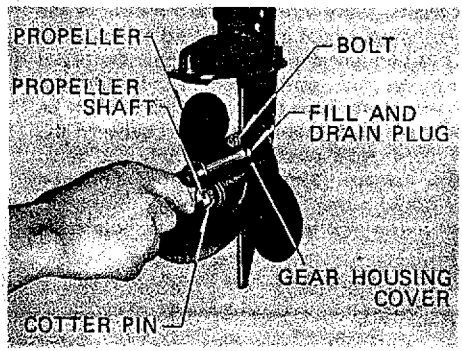



Figure 2

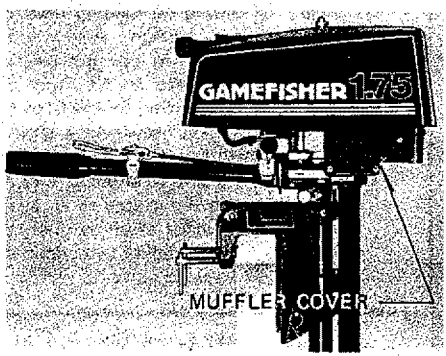



Figure 3

# MAINTENANCE

## 1. FEATURE INFORMATION

a. This outboard motor has special design features as shown in Figure 1.

b. Your selection of our Marine Products will provide you with many hours of enjoyable boating. To assure your complete satisfaction on the investment you have just made, we ask you to read this manual thoroughly before going afloat. Acquaint yourself with the particular areas of operation on your outboard motor as you read the step-by-step procedures. Keep in mind maximum performance is achieved only when the owner or operator is completely familiar with the operating instructions.

c. Periodic servicing will be required. It is recommended that you consult your Sears Service Center when service is necessary. We will be happy to extend our facilities and assure prompt service.

## 2. LUBRICATION — GEAR HOUSING

a. The Gear Housing has been pre-lubricated at the factory; however, the grease level should be checked as follows using SAE 90 outboard motor grease. (See Figure 2).
   (1) Prior to initial operation.
   (2) After first four (4) hours of use.
   (3) Recheck after every fifty (50) hours running time.
   (4) Replace with new lubricant at the end of your outboard motor season. This is important, as it removes any water from the gear housing and prevents possible corrosion to internal parts.

b. To Check, Drain or Fill gear housing, follow these steps:
   (1) Position outboard motor upright.
   (2) Remove drain plug and washer, then insert nozzle of gear lubricant tube into hole.
   (3) Squeeze tube until lubricant is forced out around tube.
   (4) Replace plug and washer. Be sure plug is tightened securely.
   (5) To achieve complete drainage of lubricant, remove cotter pin, propeller and shear pin from propeller shaft, also, gear housing cover by unscrewing 2 bolts.
   (6) When lubricant has completely drained, replace parts and refill gear housing using filling procedure above.

c. For best results, lubricate propeller shaft with lithium grease every 30 to 60 days.

## 3. MUFFLER INSPECTION

a. Periodically remove muffler cover by unscrewing screws and inspect for carbon build-up inside the muffler inlet and outlet, the exhaust port and the combustion chamber of the cylinder. Excessive carbon will prevent drawing the maximum power out of the engine. (See Figure 3).

b. Care should be exercised while cleaning away carbon to prevent scratches to the surface of the engine components and dropping carbon inside of crankcase.

## 4. PROLONGED STORAGE

a. To store your outboard motor for prolonged storage, prepare outboard as follows:
   (1) See paragraph on stopping procedures.
   (2) When removing outboard motor from boat, allow all water to drain from unit.
   (3) The outboard motor should be mounted on a stand vertically with power head up for storage.
   (4) Pull starter handle slowly until resistance is felt due to compression pressure, then stop. Release starter tension slowly to prevent engine from reversing rotation due to compression pressure. This position will close both the intake and exhaust ports for storage.
   (5) Drain and fill gear housing as outlined under Lubrication of Gear Housing.
   (6) Wipe exterior completely with fresh water cloth and then apply light coating of oil.

b. When starting a new season, always use fresh gasoline. Last year's gasoline may have varnish deposits that will plug the carburetor jets, thus requiring a complete overhaul.

c. To plan for the coming season, we recommend you contact your Sears Service Center before the new season for any service repair work required.

# OPERATION

## 5. BOAT MOUNTING

a. Mount the motor on the center of the boat transom (stern). (See Figure 4).

**CAUTION**

Hand tighten clamp bracket clamp stud handles simultaneously. Do not use a wrench or any other device that would cause damage to brackets. Occasionally check to be sure lamp stud handles on transom mounting bracket are tight. (See Figure 5).

b. To obtain the best performance from your outboard, the following boat transom specifications are recommended: (See Figure 4).
Transom Angle (See View 3):
. . . . . 12 to 15 degrees
Transom Height (See View 4):
. . . . . .20.7 inches

c. The angle of the motor column is easily adjusted by removing the Hitch Pin and changing the Tilt Lock Bracket Pin in the three (3) different angle position holes located on either side of the right or left Transom Mounting Brackets. Each angle position elevates five (5) degrees. Try center hole position first. (See Figure 6).

d. To find the correct angle position, make a test run at full throttle with your usual loading in the boat. Always stop motor to change the Tilt Lock Bracket Pin. The correct angle position will have your boat traveling with the bow slightly higher than the stern, but should not porpoise (bow rises and falls rapidly and continuously). Be sure Tilt Lock Bracket Pin is always pushed completely through both Transom Mounting Brackets and Hitch Pin is secured.

**WARNING**

If the motor column is tilted too far outward, the boat is likely to porpoise or cavitate at full throttle, which can be dangerous because a cross wind or a wave could suddenly deflect the boat into a dangerous turn. Also, if the motor column is tilted too far inward, the bow of the boat will dig in, which can be dangerous when crossing a wake or in rough water. Do not run motor in the storage position. (See View 1 and 2, Figure 4).

e. Secure motor to boat with Safety Chain. Chain not included with motor.

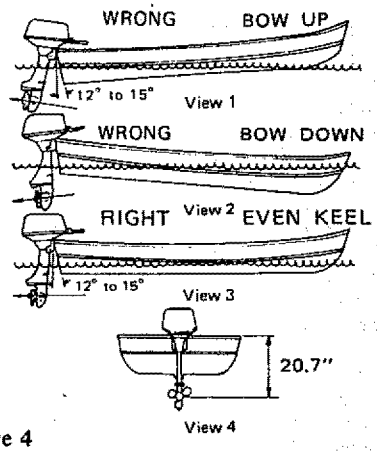



Figure 4

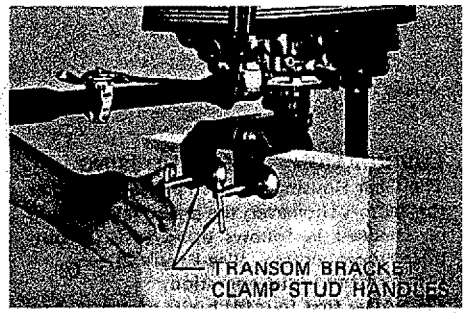



Figure 5

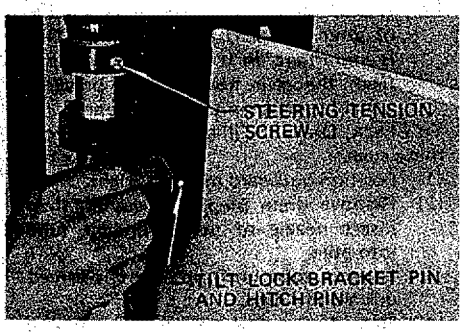



Figure 6

## 6. STEERING ADJUSTMENT

Tighten steering tension screw using a screwdriver for desired steering effort. (See Figure 6).

**CAUTION**

There is a possibility of losing screw if backed out too far.

# PERATION

## 2-CYCLE ENGINE FUEL MIXTURE

se a good grade of regular gasoline. (See mix-g table below.)

**CAUTION**

Always use BIA certified TC-W oil in the 50:1 ratio. Failure to do so may result in excessive spark plug fouling, piston scoring, or bearing failure. Do not under any circumstances, use multigrade, such as 10W-30, or other automobile oils.
If BIA certified oil is not available, use an SAE 30 or 40 2-cycle or outboard oil.
We reserve the right to refuse warranty on parts which are damaged when using improper fuels or lubricants.

**WARNING**

Gasoline is highly flammable. Always mix in well ventilated area. Do not fill tank with motor running, nor near any flame or while smoking. Be sure vent screws and filler caps on tanks are finger tighte-ned when transporting gasoline in the trunk of your automobile to prevent explosion.

FUEL MIXING TABLE 50:1 MIXTURE

| U.S. Measure | | |
|---|---|---|
| Regular Gasoline | Amount of oil to be added | |
| In Gallons | In Pints | In Oz |
| 1 | 0.16 | 2.6 |
| 3 | 0.48 | 7.7 |
| 5 | 0.80 | 12.8 |
| 6 | 0.96 | 15.4 |

| Metric Measure | |
|---|---|
| Regular Gasoline | Amount of oil to be added |
| In Liters | In Liters |
| 1 | 0.02 |
| 5 | 0.10 |
| 10 | 0.20 |
| 20 | 0.40 |

**8. STARTING PROCEDURE** (See Fig. 7 & 7A)

a. Open air vent screw located on fuel filler cap by turning counterclockwise.
b. Open fuel shut-off valve.
c. Open throttle lever to half throttle.
d. Move choke lever to "On" position.

**WARNING**

When starting outboard, the boat will move with a sudden burst of speed. Make sure you are well seated so as not to lose your balance with a fast start.

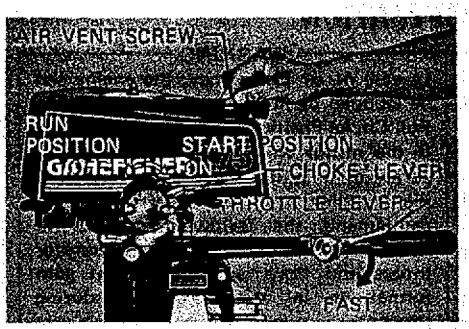



Figure 7

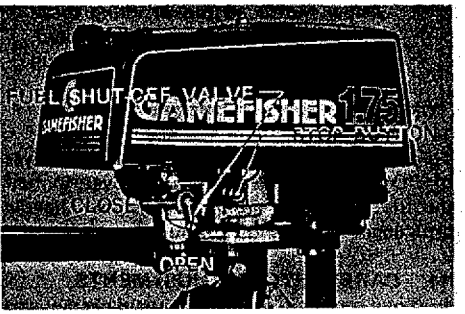



Figure 7A

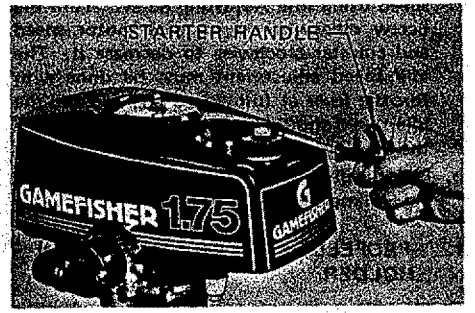



Figure 8

e. Pull starter handle slowly until you feel starter engage. Then pull with rapid motion and allow the starter cord to retract slowly. (See Figure 8).
f. After engine has started, gradually move choke lever to "Off" position while warming up the engine.
g. Let engine idle for approximately 3 minutes before moving throttle lever to "Fast" position.

**9. STOPPING PROCEDURE**

To stop engine, move throttle lever to full "Stop" position and press stop button. (See Figure 7A)

# OPERATION

**WARNING**

In case of an Emergency, the engine can be stopped by moving the Choke Lever to Full Choke Position.

If the motor will not be operated for a period of time, if it is to be removed from the boat, or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Close fuel shut-off valve and air vent screw at fuel filler cap.
2. Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry.

### 10. FLOODING

To clear engine of excess fuel, move choke lever to "Off" position and throttle lever to half throttle position.. Pull recoil starter handle until engine starts and continues to run.

### 11. CARBURETOR ADJUSTMENTS

a. Your motor has a idle adjusting screw and the idle speed has been preset at the factory. However, you may need to adjust the idle speed using Idle Adjusting Screw. Turn the Screw clockwise to increase motor speed and counter clockwise to decrease it. The idle speed adjustment must be done with throttle lever at full closed position and the idle speed should be as low as possible while the engine runs steady. (See Figure 9)

b. Periodically check filter for dirt by unscrewing Sediment Bowl.

### 12. PROPELLER SHEAR PIN & CHAIN HOLDER

a. The Shear Pin is used for the purpose of protecting the Drive Train and Gears. The Shear Pin will not prevent the propeller from becoming damaged when striking an under water object. When shear pin is broken, the engine will continue to run, however, the propeller will not be rotating.

**CAUTION**

Stop engine immediately after shearing pin to avoid possible damage to the engine.

b. To replace shear pin, shut off motor, remove cotter pin with pliers and slip off propeller. (See Figures 10 & 11).

c. Replace with new shear pin located in shear pin and cotter pin holder. (See Figure 12).

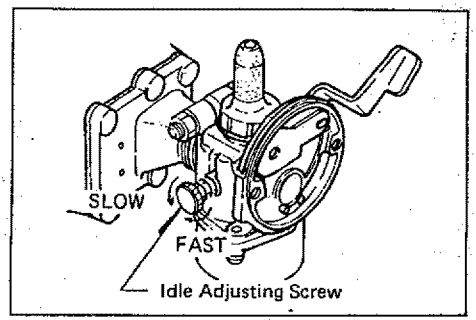



Figure 9

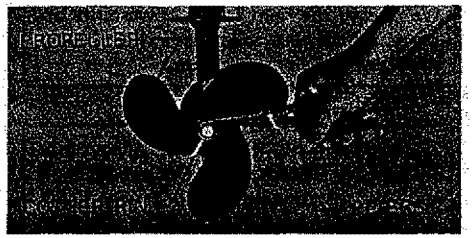


Figure 10

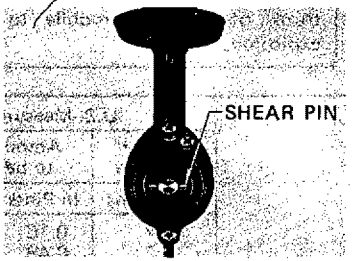



Figure 11

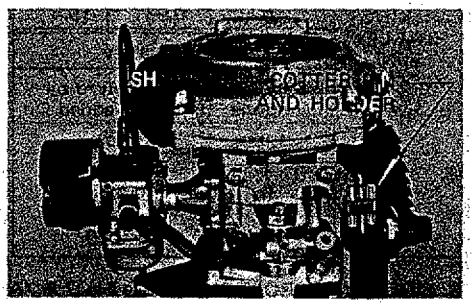


Figure 12

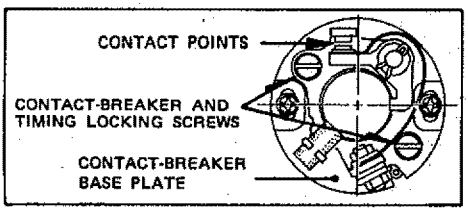



Figure 13

# PERATION

### 3. FLYWHEEL MAGNETO IGNITION SYSTEM

The magneto ignition system consists of the following component parts: Contact Points, Condenser, and Ignition Coil. (See Figure 13).

Inspect the following if engine fails or is hard to start:

(1) Spark plug as often as necessary. Be sure spark plug gap setting is .025" (0.6mm).

(2) Gasoline fuel supply and fuel shut-off valve should be open.

(3) Carburetor being starved of fuel.

The correct spark plug for this motor is Champion RCJ-8.

To test ignition system, remove spark plug and place against bare spot on metal part of motor away from cylinder spark plug hole and then pull starter cord several times. If a spark bridges the plug gap, the magneto is in good operating condition. The high tension lead wire must be connected to the plug for this check. If there is no spark, have the ignition checked at your Sears Service Center.

### 4. REMOVING MOTOR FROM BOAT

Always tilt motor by lifting on rear of shroud. DO NOT PUSH DOWN ON THE STEERING HANDLE. When removing the motor from the boat, raise the outboard in upward direction until the propeller clears the transom. Hold the motor upright long enough to allow all water to drain from the exhaust pipe. When you find it difficult to hold the motor upright, tighten the Center Bolt increasingly for desired effort. (See Figure 14).

**WARNING**

Although the engine is air cooled, it is possible to burn your hands on the engine block and upper portion of the column. Do not touch.

It may be necessary to rotate the motor to one side before tilting the motor on the transom to remove leg from the water when installed on boats with thick transoms.

Always carry outboard with the engine above the lower unit to prevent moisture from entering the engine through the exhaust ports.

Steering handle serves as carrying handle as shown in Figure 14A.

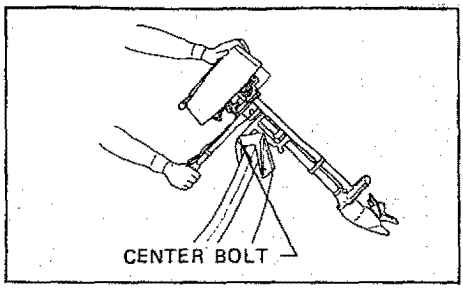



Figure 14

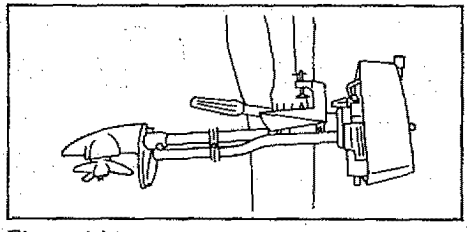


Figure 14A

**WARNING**

If the motor will not be operated for a period of time, if it is to be removed from the boat, or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Close fuel shut-off valve and air vent screw at fuel filler cap.
2. Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry.

### 15. SALT WATER OPERATION

To materially increase the life of all exposed parts and decorative finishes, follow the steps indicated below.

a. Always tilt your motor out of the water when not in use.

b. Never leave the lower unit in salt water overnight.

c. Wipe exterior completely with fresh water cloth and then apply light coating of oil.

d. Lubricate propeller shaft occasionally with a waterproof type of lubricant (Lithium Grease), thus enabling the propeller to be removed easily.

e. It is good practice when operating in salt water to inspect your motor daily and to apply a light coating of grease to any part or area that shows evidence of corrosion or rust.

f. Always remove motor from boat vertically, allowing water to drain from column before tilting the motor.

# TROUBLE SHOOTING CHECK LIST

| Engine Does Not Start | Starts But Does Not Run | Engine Misses | Does Not Idle | Does Not Develop Full Power | *Take your outboard motor into any one of over 2000 Sears Service Units. | |
|---|---|---|---|---|---|---|
| X | X | | | | Fuel Tank Empty | |
| X | X | | | | Fuel Shut-Off Valve Closed | |
| X | X | | X | X | Fuel Line Kinked or Pinched | |
| | X | | X | X | Fuel Filter Dirty or Clogged | |
| X | X | | X | X | Vent Screw on Fuel Tank Filter Cap Closed | |
| X | X | | X | X | Carburetor Passages Clogged or Dirty | * |
| X | X | X | X | X | Incorrect Fuel-Oil Mixture | |
| X | X | X | X | X | Carburetor Out of Adjustment | |
| X | X | | | | Engine Flooded | |
| X | X | X | X | X | Wrong Type Spark Plug | |
| X | X | X | X | X | Defective or Fouled Spark Plug | |
| X | X | X | X | X | Breaker Contact Points Out of Adjustment | * |
| X | | X | | | Defective Magneto | * |
| X | | | | | Spark Does Not Jump Spark Plug Gap | * |
| | | | | X | Engine Out of Time | * |
| X | X | X | X | X | Breaker Contact Points Burned or Pitted | * |
| X | X | X | X | X | Weak Ignition Coil | * |
| X | X | X | X | X | Weak or Defective Condenser | * |
| X | | X | | | Spark Plug Lead Wire Not Secured | |
| X | | X | | | Frayed or Cracked Lead Wire Insulation | * |
| X | | X | | | Disconnected, Grounded or Loose Wiring in Electrical System | * |
| | | | | X | Propeller Bound by Foreign Objects (Fishing Line, Weeds, Etc.) | |
| X | | | | | High Tension Lead—Salt Water Build Up | |

**IMPORTANT INFORMATION**

**MODEL NUMBER: 298.585070**

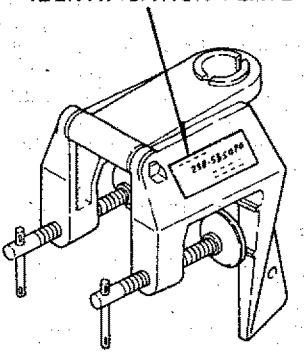
**SERIAL NUMBER** _____

**DATE OF PURCHASE** _____

**INSURE YOUR ENGINE**

Many insurance companies including Allstate Insurance offer protection contracts for your boat and outboard engine. Insurance covering your own equipment against damage, theft, etc., as well as liability insurance for property damage and personal injury to others is available. It would be wise to contact your insurance agent for further information about adequate protection.

IDENTIFICATION PLATE



## OPERATING LOG

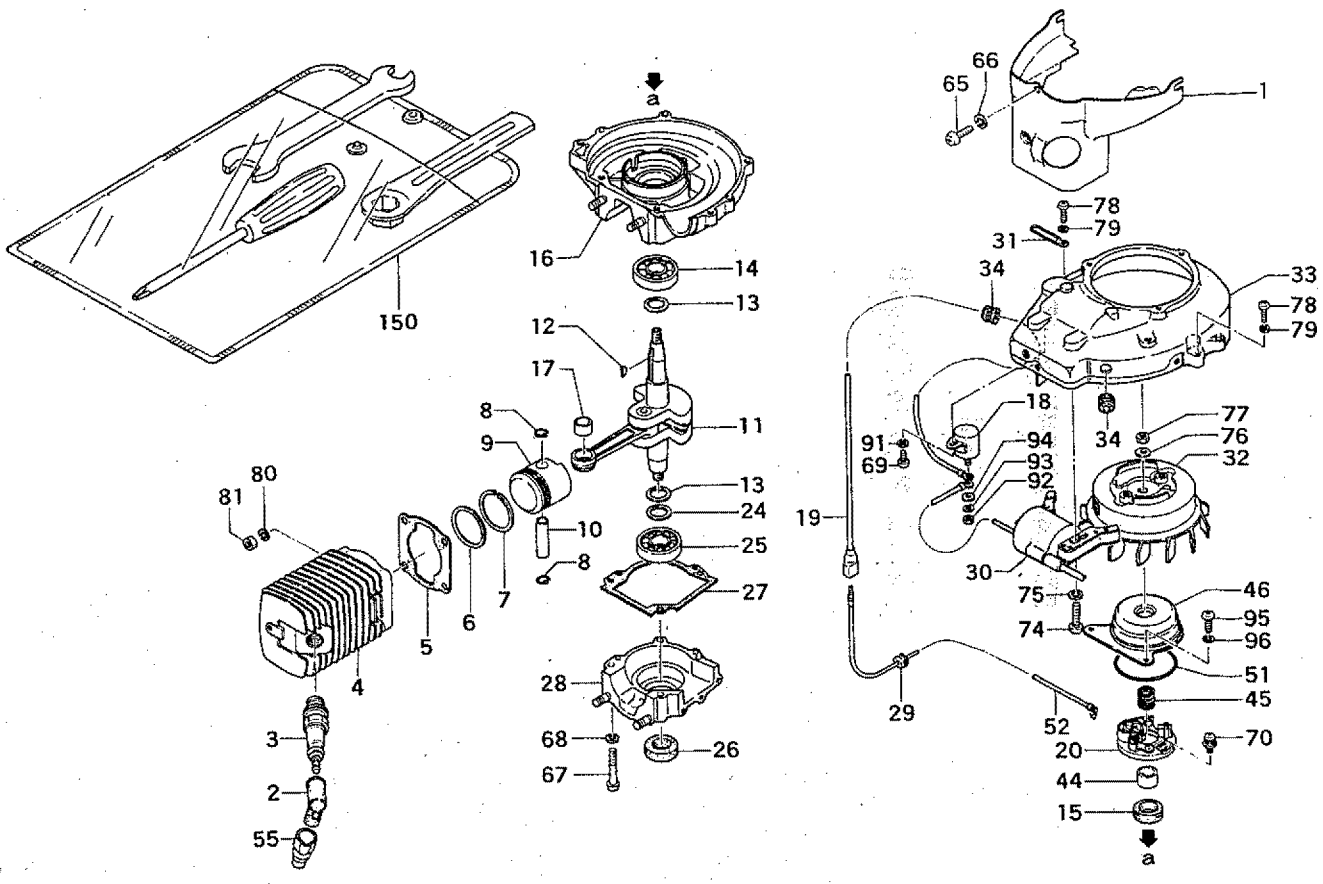
| DATE | NO. HRS. USED | GALS. FUEL USED | DATE | NO. HRS. USED | GALS. FUEL USED |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |

# REPLACEMENT PARTS

# FOR

# MODEL No. 298.585070

# FIG.1 ENGINE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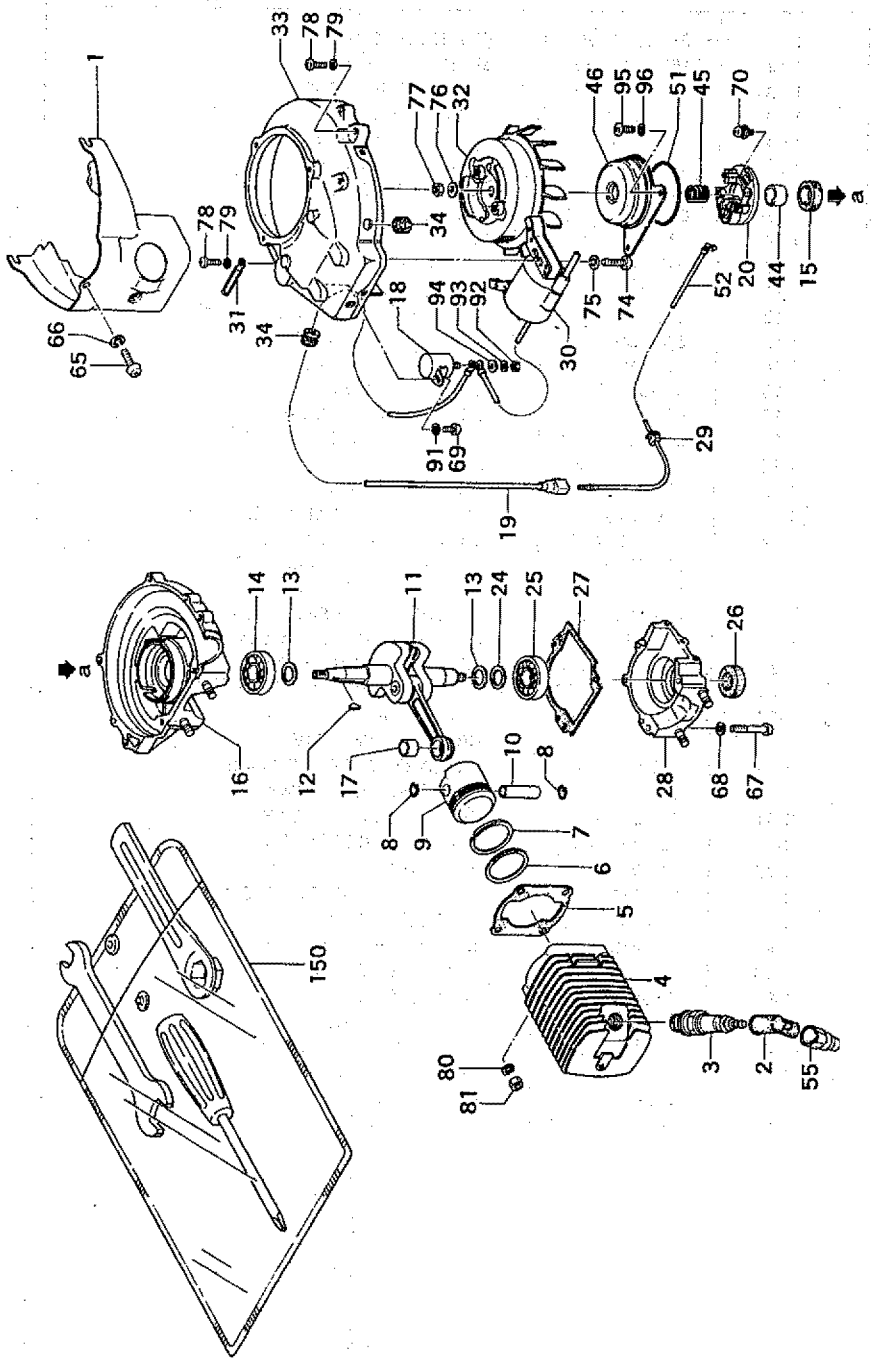
# FIG.1 ENGINE

| REF. No. | PART No. | PART NAME | Q'ty |
|---|---|---|---|
| 1- 1 | 016-01046-200 | CYLINDER SHROUD | 1 |
| 1- 2 | 157-04000-900 | SPARK PLUG ASS'Y | 1 |
| 1- 3 | 018-00562-200 | SPARK PLUG RCJ-8 | 1 |
| 1- 4 | 002-01046-800 | CYLINDER COMP | 1 |
| 1- 5 | 017-01000-203 | CYLINDER GASKET | 1 |
| 1- 6 | 040-01000-201 | PISTON RING/TOP | 1 |
| 1- 7 | 041-01000-201 | PISTON RING/LOWER | 1 |
| 1- 8 | 039-01000-200 | CIR CLIP | 2 |
| 1- 9 | 031-01000-200 | PISTON | 1 |
| 1-10 | 037-01000-200 | PISTON PIN | 1 |
| 1-11 | 046-01003-804 | CRANK SHAFT COMP | 1 |
| 1-12 | 068-02000-200 | WOOD-RUFF KEY 3 x 13 x 5 | 1 |
| 1-13 | 070-02401-201 | CRANK SHAFT WASHER | 2 |
| 1-14 | 999-61620-200 | BALL BEARING #6202 | 1 |
| 1-15 | 999-66152-500 | OIL SEAL 15257 | 1 |
| 1-16 | 076-01000-212 | CRANK CASE MAG SIDE COMP | 1 |
| 1-17 | 999-62101-004 | NEEDLE BEARING #1010 | 1 |
| 1-18 | 177-20701-801 | CONDENSER COMP | 1 |
| 1-19 | 173-01046-800 | PRIMARY CORD | 1 |
| 1-20 | 159-20701-900 | CONTACT BREAKER ASS'Y | 1 |
| 1-24 | 071-02007-200 | CRANK SHAFT SHIM 0.05 | 1 |
| | 071-02007-210 | CRANK SHAFT SHIM 0.10 | 1 |
| | 071-02007-220 | CRANK SHAFT SHIM 0.15 | 1 |
| | 071-02007-230 | CRANK SHAFT SHIM 0.20 | 1 |
| | 071-02007-240 | CRANK SHAFT SHIM 0.30 | 1 |
| 1-25 | 999-61620-200 | BALL BEARING #6202 | 1 |
| 1-26 | 999-66152-500 | OIL SEAL #15257 | 1 |
| 1-27 | 090-01000-200 | CRANK CASE GASKET | 1 |
| 1-28 | 076-01000-212 | CRANK CASE DRIVE SIDE | 1 |
| 1-29 | 203-01000-201 | PRIMARY CORD GROMMET | 1 |
| 1-30 | 167-20753-800 | IGNITION COIL COMP | 1 |
| 1-31 | 198-01046-900 | CORD SUPPORT ASS'Y | 1 |
| 1-32 | 155-20750-800 | MAGNETO ROTOR COMP | 1 |
| 1-33 | 112-01046-200 | FAN CASE | 1 |
| 1-34 | 202-01003-201 | SECONDARY CORD GROMMET | 2 |
| 1-44 | 246-20701-201 | MAGNETO CAM | 1 |
| 1-45 | 247-01000-201 | CAM SUPPORT SPRING | 1 |
| 1-46 | 191-01046-200 | POINT COVER | 1 |
| 1-51 | 999-67045-000 | O-RING G-45 | 1 |
| 1-52 | 173-20701-802 | PRIMARY CORD | 1 |
| 1-55 | 256-01046-200 | SPARK PLUG RUBBER COVER B | 1 |
| 1-65 | 990-11050-102 | SCREW 5 x 10 | 4 |
| 1-66 | 992-10050-041 | WASHER 5 | 4 |
| 1-67 | 990-11050-382 | SCREW 5 x 38 | 4 |
| 1-68 | 992-10050-042 | S. WASHER 5 | 4 |
| 1-69 | 990-11040-061 | SCREW 4 x 6 | 1 |
| 1-70 | 994-15040-101 | SCREW 4 x 10/P.S | 2 |
| 1-74 | 990-11050-202 | SCREW 5 x 20 | 2 |
| 1-75 | 992-10050-042 | S. WASHER 5 | 2 |
| 1-76 | 065-00000-200 | FLYWHEEL WASHER | 1 |
| 1-77 | 066-00000-200 | FLYWHEEL NUT | 1 |
| 1-78 | 990-11050-202 | SCREW 5 x 20 | 4 |
| 1-79 | 992-10050-042 | S. WASHER 5 | 4 |
| 1-80 | 992-10060-042 | S. WASHER 6 | 4 |

# FIG. 1 ENGINE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# FIG. 1 ENGINE

| REF. No. | PART No. | PART NAME | Q'ty |
|---|---|---|---|
| 1-81 | 991-01060-021 | NUT 6 | 4 |
| 1-91 | 992-10040-012 | S. WASHER 4 | 1 |
| 1-92 | 991-01030-011 | NUT 3 | 1 |
| 1-93 | 992-10030-012 | S. WASHER 3 | 1 |
| 1-94 | 992-01030-011 | WASHER 3 | 1 |
| 1-95 | 990-11040-102 | SCREW 4 x 10 | 3 |
| 1-96 | 992-10040-042 | S. WASHER 4 | 3 |
| 1-150 | 985-35306-900 | TOOL KIT | 1 |

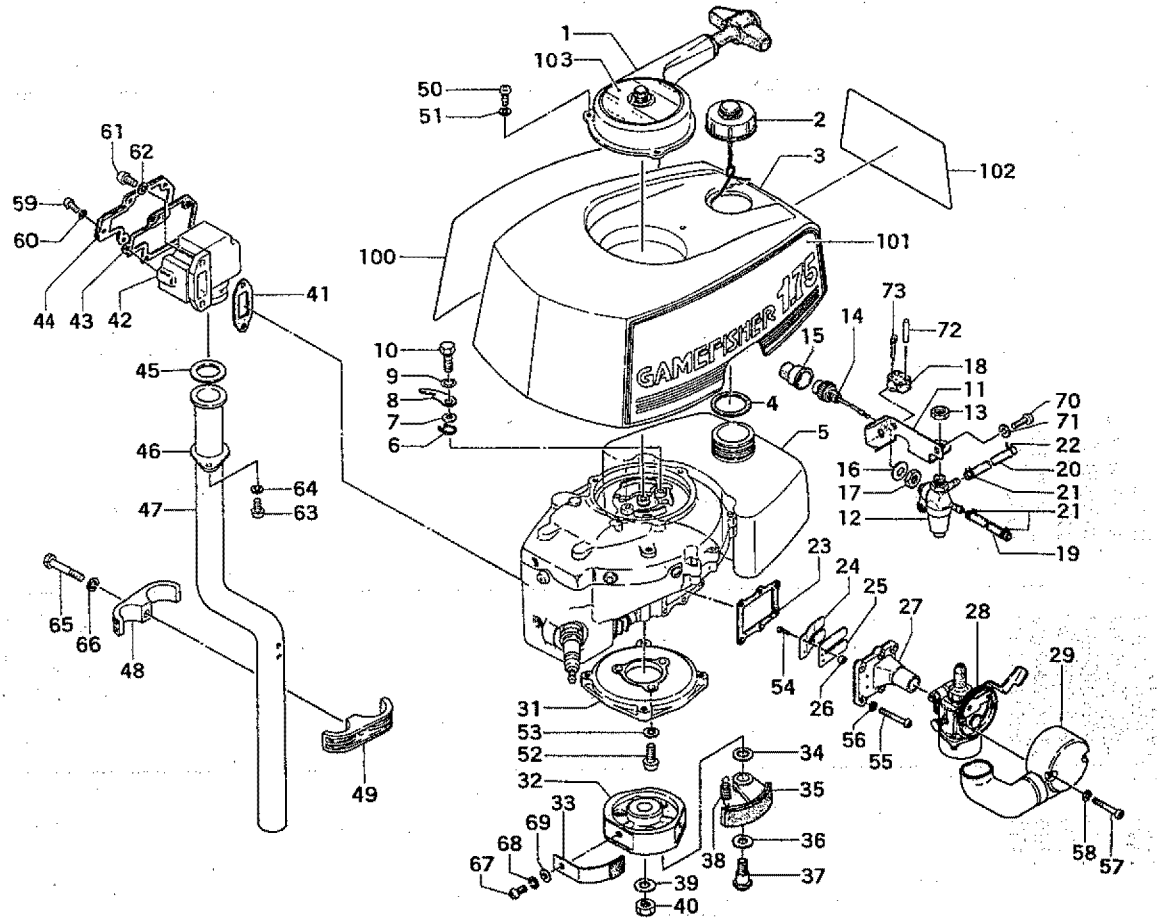



FIG.2 TANK & MUFFLER

# FIG.2 TANK & MUFFLER

| REF. No. | PART No. | PART NAME | Q'ty |
|---|---|---|---|
| 2- 1 | 756-00537-900 | RECOIL STARTER ASS'Y | 1 |
| 2- 2 | 595-35100-902 | TANK CAP ASS'Y | 1 |
| 2- 3 | 300-35306-200 | ENGINE COVER | 1 |
| 2- 4 | 600-35100-203 | TANK SUPPORT RING | 1 |
| 2- 5 | 401-35300-200 | TANK | 1 |
| 2- 6 | 790-00601-202 | STARTER PAWL SPRING | 2 |
| 2- 7 | 992-01050-011 | WASHER 5 | 2 |
| 2- 8 | 788-00601-203 | STARTER PAWL | 2 |
| 2- 9 | 822-00601-200 | STARTER PAWL SHIM | 2 |
| 2-10 | 793-10200-200 | STEP BOLT | 2 |
| 2-11 | 662-01046-200 | COCK HOLDING METAL | 1 |
| 2-12 | 592-10201-900 | COCK ASS'Y | 1 |
| 2-13 | 594-00517-200 | COCK NUT | 1 |
| 2-14 | 170-01046-800 | STOP BUTTON | 1 |
| 2-15 | 266-00503-202 | STOP BUTTON COVER | 1 |
| 2-16 | 181-01004-200 | SPECIAL SPRING WASHER | 1 |
| 2-17 | 180-01004-200 | STOP BUTTON FIXING NUT | 1 |
| 2-18 | 021-35100-201 | PIN HOLDER | 1 |
| 2-19 | 700-14508-068 | FUEL PIPE | 1 |
| 2-20 | 700-14508-050 | FUEL PIPE | 1 |
| 2-21 | 680-01004-200 | CLIP $\phi$8 | 3 |
| 2-22 | 701-00517-200 | FUEL PIPE STOPPER | 1 |
| 2-23 | 398-01000-202 | LEAD VALVE SEAT GASKET | 1 |
| 2-24 | 395-01225-200 | LEAD HOLDING METAL | 1 |
| 2-25 | 394-01202-201 | LEAD VALVE | 1 |
| 2-26 | 399-01000-200 | LEAD VALVE COLLAR | 2 |
| 2-27 | 390-01046-200 | LEAD VALVE SEAT | 1 |
| 2-28 | 455-22907-901 | CARBURETOR ASS'Y | 1 |
| 2-29 | 424-10201-200 | CLEANER CAP | 1 |
| 2-30 | 437-10201-200 | CLEANER JOINT | 1 |
| 2-31 | 333-01046-200 | CLUTCH HOLDING BASE | 1 |
| 2-41 | 737-01000-201 | MUFFLER GASKET | 1 |
| 2-42 | 716-01046-200 | MUFFLER BODY A | 1 |
| 2-43 | 737-01046-200 | MUFFLER GASKET | 1 |
| 2-44 | 717-01046-200 | MUFFLER BODY B | 1 |
| 2-45 | 221-35500-200 | MUFFLER PIPE GASKET | 1 |
| 2-46 | 226-35500-200 | MUFFLER PIPE STAY A | 1 |
| 2-47 | 220-35300-200 | MUFFLER PIPE | 1 |
| 2-48 | 225-35500-200 | MUFFLER PIPE STAY | 1 |
| 2-49 | 227-35500-200 | MUFFLER PIPE STAY B | 1 |
| 2-50 | 990-11040-252 | SCREW 4 x 25 | 3 |
| 2-51 | 992-10040-042 | S. WASHER 4 | 3 |
| 2-52 | 990-11060-162 | SCREW 6 x 16 | 3 |
| 2-53 | 992-10060-042 | S. WASHER 6 | 3 |
| 2-54 | 990-11030-101 | SCREW 3 x 10 | 2 |
| 2-55 | 990-11040-162 | SCREW 4 x 16 | 6 |
| 2-56 | 992-10040-042 | S. WASHER 4 | 6 |
| 2-57 | 990-11040-302 | SCREW 4 x 30 | 2 |
| 2-58 | 992-10040-042 | S. WASHER 4 | 2 |
| 2-59 | 990-11040-122 | SCREW 4 x 12 | 5 |
| 2-60 | 992-10040-042 | S. WASHER 4 | 5 |
| 2-61 | 990-11060-202 | SCREW 6 x 20 | 2 |
| 2-62 | 992-10060-042 | S. WASHER 6 | 2 |
| 2-63 | 990-11050-122 | SCREW 5 x 12 | 2 |

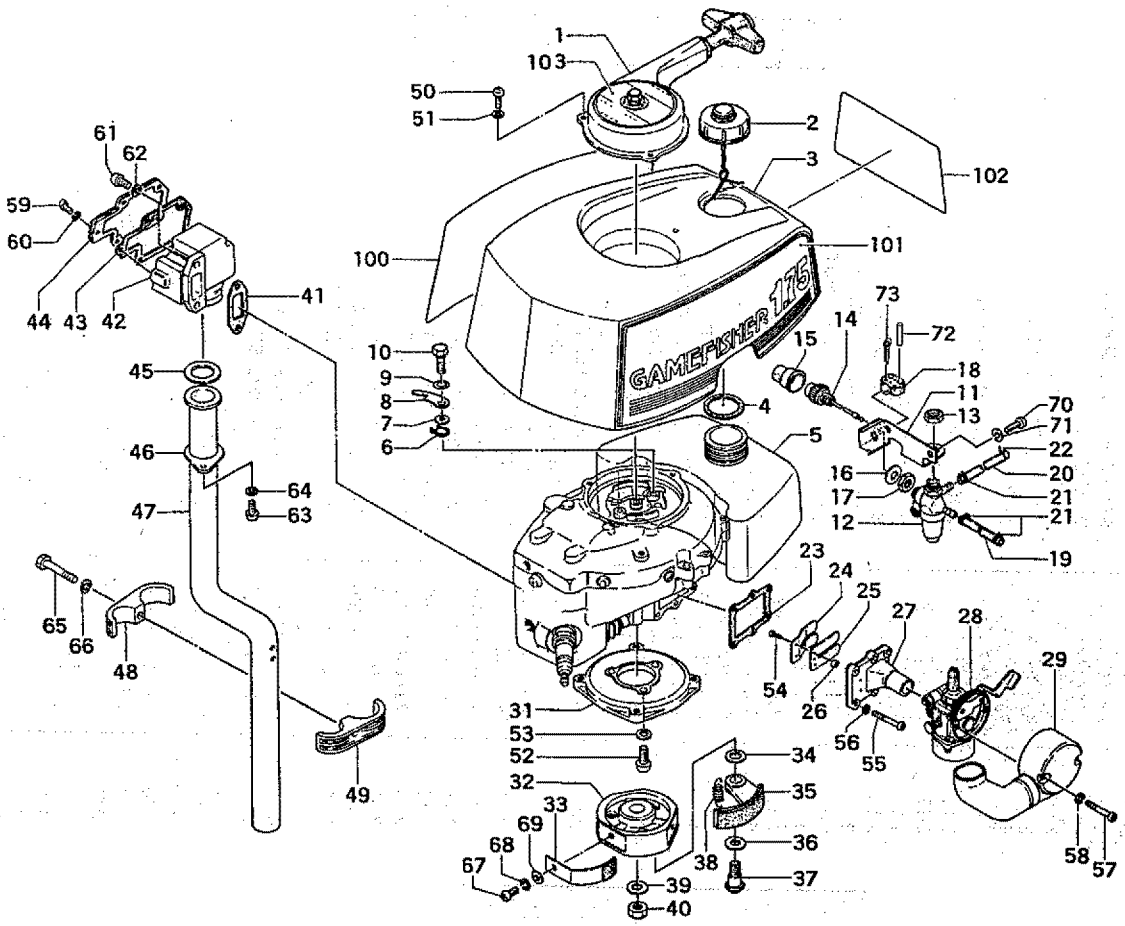
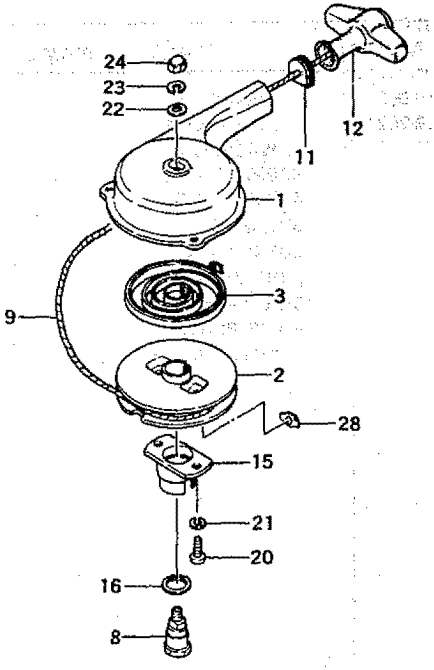



FIG.2 TANK & MUFFLER

# FIG.2 TANK & MUFFLER

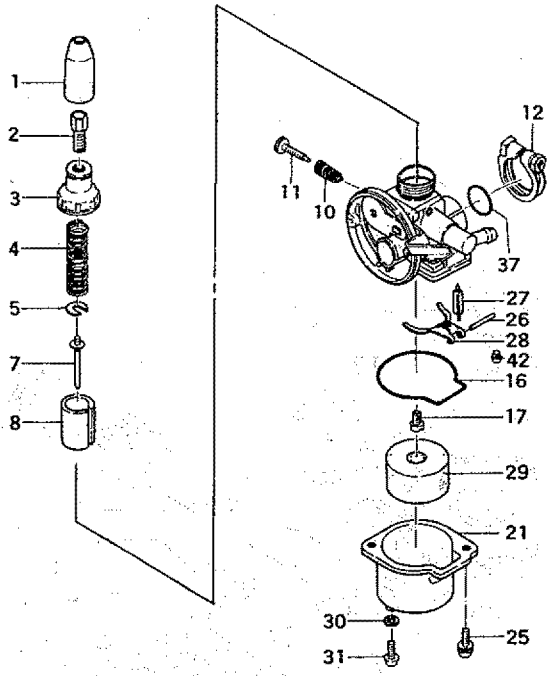
| REF. No. | PART No. | PART NAME | Q'ty |
|---|---|---|---|
| 2-64 | 992-10050-042 | S. WASHER 5 | 2 |
| 2-65 | 990-11060-252 | SCREW 6 x 25 | 1 |
| 2-66 | 992-10060-042 | S. WASHER 6 | 1 |
| 2-70 | 990-11060-122 | SCREW 6 x 12 | 2 |
| 2-71 | 992-10060-042 | S. WASHER 6 | 2 |
| 2-72 | 012-35500-200 | SHEAR PIN | 2 |
| 2-73 | 011-35100-200 | COTTER PIN | 2 |
| 2-100 | 330-35351-200 | SIDE MARK RIGHT | 1 |
| 2-101 | 331-35351-200 | SIDE MARK LEFT | 1 |
| 2-102 | 906-35306-200 | NAME PLATE | 1 |
| 2-103 | 336-35118-200 | STARTER MARK | 1 |

# G.3 RECOIL STARTER



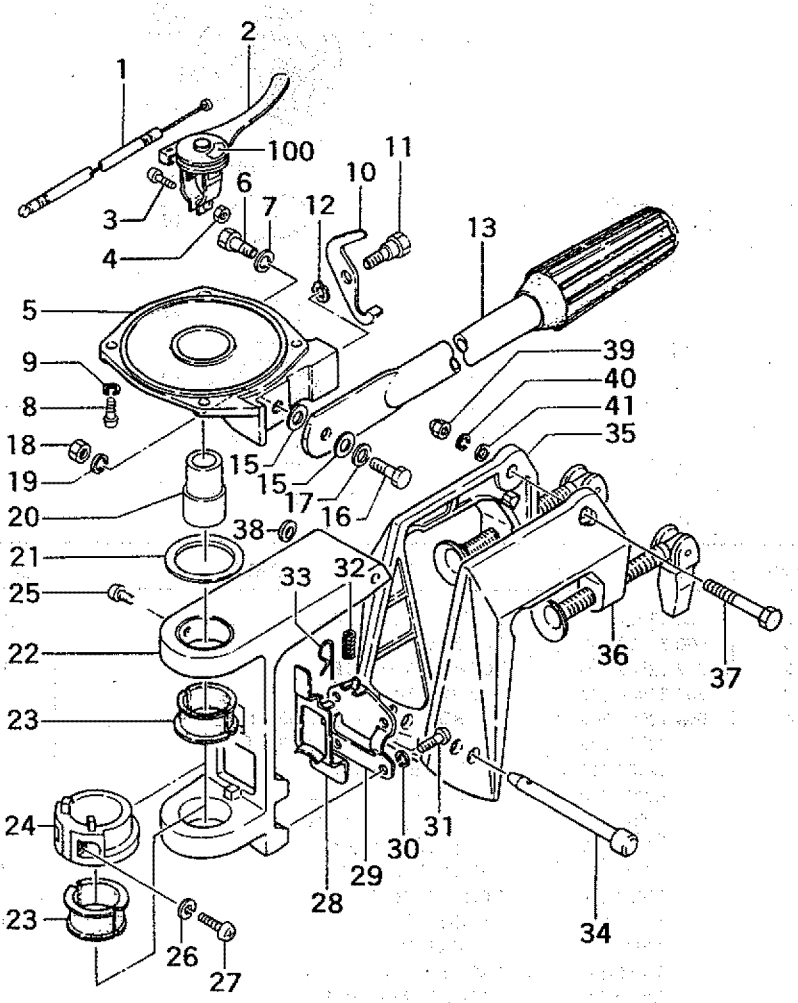

| REF. No. | PART No. | PART NAME | Q'ty |
|---|---|---|---|
| 3- 0-1 | 756-00537-900 | RECOIL STARTER ASS'Y | 1 |
| 3- 1 | 772-00537-200 | * RECOIL STARTER BODY | 1 |
| 3- 2 | 774-04015-204 | * STARTER PULLEY | 1 |
| 3- 3 | 779-01006-201 | * RECOIL SPRING | 1 |
| 3- 8 | 776-01006-207 | * PULLEY SHAFT | 1 |
| 3- 9 | 783-00517-200 | * ROPE | 1 |
| 3-11 | 780-00601-201 | * HANDLE GUIDE | 1 |
| 3-12 | 785-10207-901 | * STARTER HANDLE ASS'Y | 1 |
| 3-15 | 773-00100-204 | * PULLEY SHAFT OUTER | 1 |
| 3-16 | 814-00500-200 | * STARTER PULLEY SHIM | 1 |
| 3-20 | 990-11050-122 | * SCREW 5 x 12 | 2 |
| 3-21 | 992-10050-042 | * S. WASHER 5 | 2 |
| 3-22 | 992-01060-041 | * WASHER 6 | 1 |
| 3-23 | 992-10060-042 | * S. WASHER 6 | 1 |
| 3-24 | 991-41060-022 | * BLIND NUT 6 | 1 |
| 3-28 | 782-00546-200 | * ROPE RECEIVE | 1 |

# FIG.4 CARBURETOR




| REF. No. | PART No. | PART NAME | Q'ty |
|---|---|---|---|
| 4- 0-1 | 455-22907-901 | CARBURETOR ASS'Y | 1 |
| 4- 1 | 560-22902-202 | * RUBBER CAP | 1 |
| 4- 2 | 597-22602-200 | * CABLE ADJUSTER | 1 |
| 4- 3 | 595-22900-200 | * BODY CAP | 1 |
| 4- 4 | 594-22602-200 | * THROTTLE VALVE SPRING | 1 |
| 4- 5 | 619-22602-200 | * THROTTLE SPRING SEAT | 1 |
| 4- 7 | 592-22907-910 | * JET NEEDLE ASS'Y | 1 |
| 4- 8 | 591-22907-200 | * THROTTLE VALVE | 1 |
| 4-10 | 623-22900-200 | * ADJUSTER SPRING | 1 |
| 4-11 | 622-22907-200 | * ADJUSTER SCREW | 1 |
| 4-12 | 561-22900-900 | * BODY BAND ASS'Y | 1 |
| 4-16 | 607-22900-200 | * CHAMBER GASKET | 1 |
| 4-17 | 599-22907-200 | * MAIN JET | 1 |
| 4-21 | 606-22900-200 | * FLOAT CHAMBER | 1 |
| 4-25 | 994-34040-121 | * SCREW 4 x 12/S | 2 |
| 4-26 | 605-22900-200 | * FLOAT ARM PIN | 1 |
| 4-27 | 603-22900-800 | * NEEDLE VALVE | 1 |
| 4-28 | 628-22900-200 | * FLOAT ARM | 1 |
| 4-29 | 604-22903-200 | * FLOAT | 1 |
| 4-30 | 629-22900-200 | * DRAIN GASKET | 1 |
| 4-31 | 994-31040-061 | * SCREW 4 x 6 | 1 |
| 4-37 | 570-22903-200 | * GASKET | 1 |
| 4-42 | 990-11040-061 | * SCREW 4 x 6 | 1 |

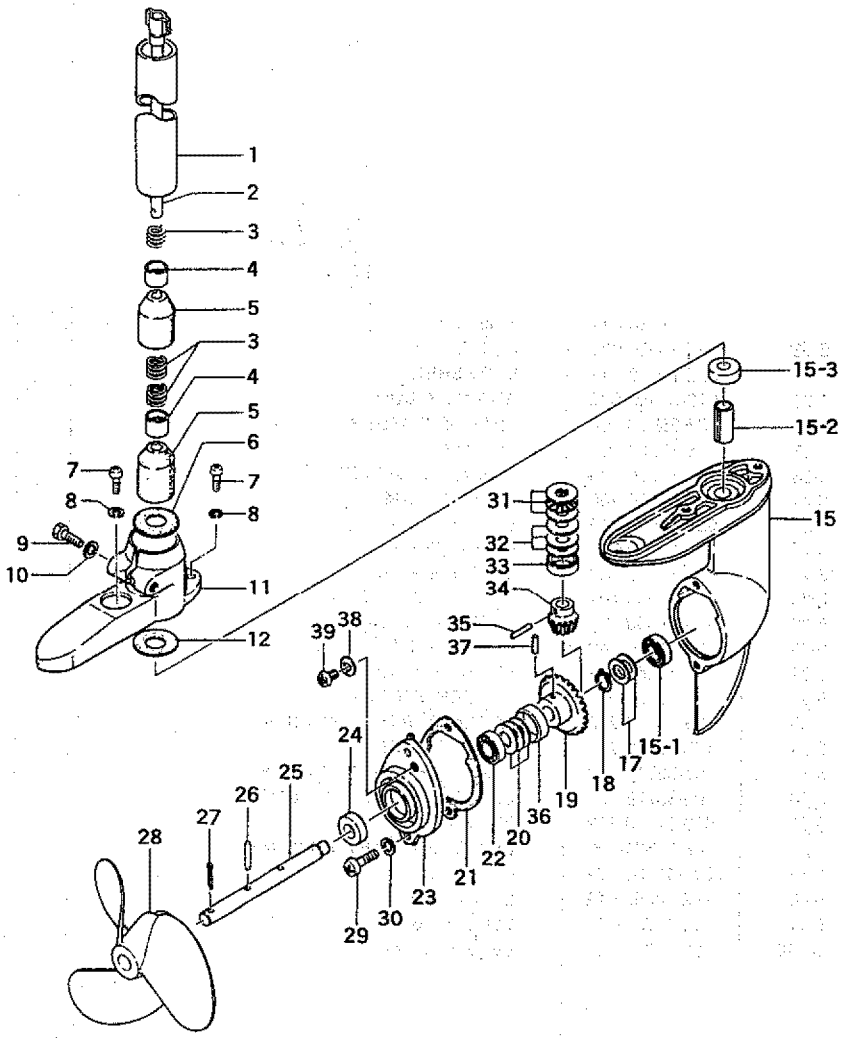
# 3.5 HANDLE & BRACKET



# FIG.5 HANDLE & BRACKET

| REF. No. | PART No. | PART NAME | Q'ty |
|---|---|---|---|
| 5- 1 | 885-01046-800 | THROTTLE WIRE COMP | 1 |
| 5- 2 | 870-00005-930 | THROTTLE LEVER ASS'Y | 1 |
| 5- 3 | 990-11050-252 | SCREW 5 x 25 | 1 |
| 5- 4 | 991-01050-021 | NUT 5 | 1 |
| 5- 5 | 145-35500-202 | JOINT PIPE HOLDER | 1 |
| 5- 6 | 990-21080-402 | BOLT 8 x 40 | 1 |
| 5- 7 | 992-10080-042 | S. WASHER 8 | 1 |
| 5- 8 | 990-11050-202 | SCREW 5 x 20 | 4 |
| 5- 9 | 992-10050-042 | S. WASHER 5 | 4 |
| 5-10 | 161-35500-202 | HANDLE STOPPER | 1 |
| 5-11 | 793-10200-200 | STEP BOLT | 1 |
| 5-12 | 992-04060-050 | WAVE WASHER 6 | 1 |
| 5-13 | 160-35500-900 | HANDLE, STEERING, ASS'Y | 1 |
| 5-15 | 162-35500-200 | HANDLE WASHER | 2 |
| 5-16 | 990-21080-302 | BOLT 8 x 30 | 1 |
| 5-17 | 992-01080-041 | WASHER 8 | 1 |
| 5-18 | 991-01080-021 | NUT 8 | 1 |
| 5-19 | 992-10080-042 | S. WASHER 8 | 1 |
| 5-20 | 079-35350-800 | ADAPTER COMP. | 1 |
| 5-21 | 134-35500-201 | THRUST WASHER | 1 |
| 5-22 | 115-35500-204 | BRACKET | 1 |
| 5-23 | 131-35306-200 | THRUST BRACKET | 4 |
| 5-24 | 136-35500-200 | RETURN CAM | 1 |
| 5-25 | 990-11060-102 | SCREW 6 x 10 | 1 |
| 5-26 | 992-10050-042 | S. WASHER 5 | 1 |
| 5-27 | 990-11050-162 | SCREW 5 x 16 | 1 |
| 5-28 | 137-35500-201 | RETURN CAM GUIDE | 1 |
| 5-29 | 138-35500-201 | RETURN GUIDE PLATE | 1 |
| 5-30 | 992-10050-042 | S. WASHER 5 | 4 |
| 5-31 | 990-11050-122 | SCREW 5 x 12 | 4 |
| 5-32 | 139-35500-200 | RETURN SPRING | 1 |
| 5-33 | 129-35100-200 | BRACKET PIN STOPPER A | 1 |
| 5-34 | 123-35500-201 | BRACKET PIN S | 1 |
| 5-35 | 107-35119-800 | CLAMP BRACKET B COMP. | 1 |
| 5-36 | 106-35119-800 | CLAMP BRACKET A COMP. | 1 |
| 5-37 | 990-21060-732 | BOLT 6 x 73 | 1 |
| 5-38 | 108-35501-200 | CLAMP BRACKET BUSHING | 2 |
| 5-39 | 991-41060-022 | CAP NUT 6 | 1 |
| 5-40 | 992-10060-042 | S. WASHER 6 | 1 |
| 5-41 | 992-01060-041 | WASHER 6 | 1 |
| 5-100 | 910-01046-200 | LEVER MARK | 1 |

# FIG.6 DRIVE SHAFT PIPE & GEAR CASE



# FIG.6 DRIVE SHAFT PIPE & GEAR CASE

| REF. No. | PART No. | PART NAME | Q'ty |
|---|---|---|---|
| 6- 1 | 090-35351 200 | DRIVE SHAFT PIPE | 1 |
| 6 2 | 075-35500-800 | DRIVE SHAFT COMP | 1 |
| 6- 3 | 086-35500-200 | BEARING HOLDER CLIP | 3 |
| 6- 4 | 999-62101-521 | NEEDLE BEARING 1015 | 2 |
| 6- 5 | 039-35500-200 | BEARING HOLDER | 2 |
| 6- 6 | 091-35500-200 | DRIVE SHAFT PIPE GASKET | 1 |
| 6- 7 | 990-21080-402 | BOLT 8 x 40 | 1 |
| 6- 8 | 992-10080-042 | S. WASHER 8 | 1 |
| 6- 9 | 990-21080-402 | BOLT 8 x 40 | 1 |
| 6-10 | 992-10080-042 | S. WASHER 8 | 1 |
| 6-11 | 034-35500-200 | GEAR CASE HOLDER | 1 |
| 6-12 | 091-35500-200 | DRIVE SHAFT PIPE GASKET | 2 |
| 6 15 | 031-35500-900 | GEAR CASE ASS'Y | 1 |
| 6-15-1 | 999-61600-000 | * BALL BEARING =6000 | 1 |
| 6 15-2 | 032-35500-210 | * PLANT BEARING L | 1 |
| 6-15-3 | 999-66102 200 | * OIL SEAL 10228 | 1 |
| 6-17 | 171-35500-201 | PROPELLER SHAFT SHIM A 0.10 | 1 |
| | 173-35500-200 | PROPELLER SHAFT SHIM A 0.20 | 1 |
| | 174-35500-200 | PROPELLER SHAFT SHIM A 0.30 | 1 |
| | 175-35500-200 | PROPELLER SHAFT SHIM A 1.0 | 1 |
| 6-18 | 013-35500-200 | STOP RING | 1 |
| 6-19 | 017-36120-200 | GEAR | 1 |
| 6-20 | 330-00200-210 | GEAR SHAFT SHIM 0 1 | 1 |
| | 330-00200-230 | GEAR SHAFT SHIM 0.2 | 1 |
| | 330-00200-240 | GEAR SHAFT SHIM 0.3 | 1 |
| 6-21 | 048-35500-202 | GEAR CASE GASKET | 1 |
| 6-22 | 999-61600-100 | BALL BEARING #6001 | 1 |
| 6-23 | 046-35500-200 | GEAR CASE COVER COMP | 1 |
| 6-24 | 999-66122-266 | OIL SEAL 12227 | 1 |
| 6-25 | 019-35500-201 | PROPELLER SHAFT | 1 |
| 6-26 | 012-35500-200 | SHEAR PIN | 3 |
| 6-27 | 011-35100-200 | COTTER PIN | 3 |
| 6-28 | 010 35306-200 | PROPELLER | 1 |
| 6-29 | 990-11060-182 | SCREW 6 x 18 | 2 |
| 6-30 | 992-11060-042 | S. WASHER 6 | 2 |
| 6-31 | 999-62102-463 | THRUST BEARING 1024 | 1 |
| 6-32 | 063-35500-200 | DRIVE SHAFT SHIM 0.50 | 1 |
| | 064-35500-200 | DRIVE SHAFT SHIM 0 10 | 1 |
| | 066-35500-200 | DRIVE SHAFT SHIM 0.20 | 1 |
| 6-33 | 062-35500-200 | PINION COLLAR | 1 |
| 6-34 | 060-35300-200 | PINION | 1 |
| 6-35 | 061-35500-200 | PINION PIN 4 x 16 | 1 |
| 6-36 | 026-35500-200 | GEAR COLLAR | 1 |
| 6-37 | 025-35500-200 | GEAR PIN | 1 |
| 6-38 | 317-02000-200 | GROMMET GASKET | 1 |
| 6-39 | 990-11060-082 | SCREW 6 x 8 | 1 |

# SERVICE MEMO

MODEL NO.
298.585070

Sears GAMEFISHER®

# OUTBOARD MOTOR 1.75 H.P.

## OWNER'S MANUAL

For quick service or repair, take your Outboard Motor to any Sears Service Unit throughout the U.S. and Canada. Each Service Unit is staffed by trained technicians, using Sears approved parts and repair procedures to ensure that we meet our pledge to you—"We service what we sell." Refer to the local telephone directory for the Sears Unit nearest you.

## HOW TO ORDER REPAIR PARTS

Refer to the Identification Plate for the complete model number when requesting service or replacement parts for your outboard motor.

All parts listed herein may be ordered from any Sears, Roebuck and Co.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:

1. Model Number
2. Part Number
3. Part Name
4. Quantity

If the parts you need are not stocked locally, your order will be electronically transmitted to a Sears Repair Parts Distribution Center for expedited handling.

### FULL ONE YEAR WARRANTY ON OUTBOARD MOTOR

For one year from the first day of use of this outboard motor, when all instructions and procedures detailed in the Owner's Manual are followed, Sears will repair defects in material or workmanship which appear in the outboard motor, free of charge.

If the outboard motor is used for commercial or rental purposes, this warranty applies for only thirty days from the first day of use.

Warranty Service is available by simply returning the outboard motor to the nearest Sears store in the United States or Canada. Warranty is valid in country of purchase.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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